		NTSB ID: DEN02FA030		Aircraft Registration Number: N1323D	
		Occurrence Date: 03/10/2002		Most Critical Injury: Fatal	
		Occurrence Type: Accident		Investigated By: NTSB	
Location/Time					
Nearest City/Place Glenwood Sprngs		State CO	Zip Code 81602	Local Time 2019	Time Zone MST
Airport Proximity: Off Airport/Airstrip		Distance From Landing Facility:		Direction From Airport:	
Aircraft Information Summary					
Aircraft Manufacturer Mooney		Model/Series M20C		Type of Aircraft Airplane	
Sightseeing Flight: No			Air Medical Transport Flight: No		
Narrative					
<p>Brief narrative statement of facts, conditions and circumstances pertinent to the accident/incident:</p> <p>HISTORY OF FLIGHT</p> <p>On March 10, 2002, at 2019 mountain standard time, a Mooney M20C, N1323D, owned and operated by the pilot, was destroyed when it impacted terrain about 16 miles north-northeast of Glenwood Springs, Colorado. The private pilot, the sole occupant aboard, was fatally injured. Visual meteorological conditions prevailed, and no flight plan had been filed for the personal flight being operated under Title 14 CFR (Code of Federal Regulations) Part 91. The flight originated at Kremmling, Colorado, approximately 1946, and was en route to Grand Junction, Colorado.</p> <p>According to a friend of the pilot who lived in Kremmling, she received a telephone call from him some time after 1700. He told her that his wife had left for Washington State to be with their daughter who was expecting a child soon, and he was hoping to fly over from Grand Junction that evening to see her. Approximately 1850, she received another telephone call from the pilot, telling her he was at the Kremmling Airport. She drove to the airport and, according to her statement, they sat in her car and made plans for the coming weekend. He told her that his trip from Grand Junction had been "pretty smooth" and his speed had been 125 mph, increasing to about 200 mph as he descended over the mountains. Prior to his departure, the pilot preflighted his airplane as "he always did." She said that he was in "a very good mood," and happy about being able to see her that weekend. She said he departed Kremmling between 1930 and 2000 to return to Grand Junction.,</p> <p>When the pilot failed to arrive in Grand Junction, FAA was notified and an ALNOT (Alert Notification) was issued on March 11 at 2241. The ALNOT was cancelled on March 12 at 1747 when National Guard helicopters, aided by a weak ELT (emergency locator transmitter) signal, located the wreckage in mountainous terrain at a location of 30 degrees, 43.202' north latitude, and 107 degrees, 13.406' west longitude.</p> <p>CREW INFORMATION</p> <p>The 50-year-old pilot possessed a private pilot certificate with an airplane single-engine land rating, dated June 29, 2001. He was not instrument rated. His third class airman medical certificated, dated March 7, 2001, contained the limitation: "Holder shall possess correcting glasses for near vision while exercising the privileges of his/her airman certificate." The pilot's logbook indicated the following (all times approximate due to arithmetical errors):</p> <p>Total time - 224.7 Pilot-in-command - 181.2 Airplane, single engine - 224.7 Mooney M20C - 29.9 Night - 19.1 Simulated instruments - 3.9</p>					
<p align="center">FACTUAL REPORT - AVIATION</p> <p align="right">Page 1</p>					

National Transportation Safety Board

FACTUAL REPORT**AVIATION**

NTSB ID: DEN02FA030

Occurrence Date: 03/10/2002

Occurrence Type: Accident

Narrative (Continued)

On December 18, 2001, the pilot was involved in a landing accident at Crested Butte, Colorado. No one was injured in the accident, but the airplane, a Piper PA-28-235, N8704W, was damaged beyond economical repair. In his logbook the pilot wrote, "Crashed plane on landing. Frozen left brake." With the insurance money, the pilot purchased N1323D. Between December 30, 2001, and January 21, 2002, he flew the airplane three different times, logging 4.8 hours as part of a complex airplane checkout.

AIRCRAFT INFORMATION

The Mooney Aircraft Corporation, of Kerrville, Texas, manufactured N1323D, a model M20C (s/n 2681), in 1964. It was equipped with a Lycoming O-360-A1D engine (s/n L-4200-36), rated at 180 horsepower, and a McCauley 2-blade, all-metal, constant speed propeller (m/n 793969).

According to the airplane maintenance records, an annual inspection was performed on the airplane on October 5, 2001, when it had accrued 3,572.4 hours time-in-service, and the engine had accrued 930.6 hours since major overhaul. A "pre-purchase" 100-hour inspection was performed on January 19, 2002. At that time, the airplane had accrued 3,602.0 hours time-in-service, and the engine had accrued 960.0 hours since major overhaul. The propeller was overhauled on October 21, 1997, after it had accrued 2,960.6 hours since new. The last 100-hour inspection on the propeller was recorded on August 20, 1998, at a total time of 3,006.71 hours.

METEOROLOGICAL INFORMATION

Weather data retrieved from the Eagle County Regional, Rifle (stations nearest the accident site), and Grand Junction (destination station) AWOS's (Automated Weather Observatory Station) indicated visual meteorological conditions prevailed along the route of flight.

According to data from the U.S. Naval Observatory, the sunset at 1811 and civil twilight ended at 1838. The moon was described as "waning crescent with 10% of the visible disk illuminated."

WRECKAGE AND IMPACT INFORMATION

Due to unfavorable weather conditions and snow depths, the on-scene investigation was postponed until May 13, 2002.

At the beginning of a ground scar, aligned on a magnetic heading of 147 degrees, were green lens fragments. At the end of the scar was a crater containing the engine and propeller. From this point, the wreckage debris was spread in a fan-shaped pattern. On a magnetic heading of 154 degrees and approximately the 36 foot mark was the right wing. On a magnetic heading of 167 degrees and approximately the 60 foot mark was the cabin area. On a magnetic heading of 211 degrees and also at the 60-foot mark was the left wing. The cabin area and left wing were approximately 51 feet apart and on a magnetic heading of 211 degrees.

A crushed tachometer was found in the wreckage. Disassembly of the tachometer revealed that it registered 0 rpm, and the hour totalizer read 63X3.48 hours. Cockpit examination revealed the throttle, mixture, and propeller controls were full forward, and the carburetor heat was closed. The auxiliary fuel boost pump was off. The right control wheel was over to the right, and the air vent was closed.

MEDICAL AND PATHOLOGICAL INFORMATION

An autopsy was performed at Community Hospital in Grand Junction, Colorado. FAA's Civil Aeromedical Institute (CAMI) in Oklahoma City, Oklahoma, did a toxicological screen. According to CAMI's report, there was no evidence of carbon monoxide, hydrogen cyanide, ethyl alcohol, or drugs.

National Transportation Safety Board

FACTUAL REPORT**AVIATION**

NTSB ID: DEN02FA030

Occurrence Date: 03/10/2002

Occurrence Type: Accident

Narrative (Continued)**TESTS AND RESEARCH**

The Denver Air Route Traffic Control Center (ARTCC) retrieved recorded National Track Analysis Program (NTAP) radar data. Most of the data came from a radar site located on top of Red Table Mountain, near Aspen, Colorado. The radar detected a target at 1946, departing the Kremmling area at 13,900 feet msl. The target took up a direct heading to Grand Junction, Colorado, 148 miles southwest of Kremmling. When the target was approximately 57 miles southwest of Kremmling, it made a wide turn to the left of approximately 450 degrees, followed immediately by a tight turn to the right of approximately 360 degrees. Radar contact was lost at 2019:19, when the target was at 13,500 feet msl (above mean sea level).


NTAP data was also retrieved from a radar site located at Walker Field, Grand Junction, Colorado. Radar contact was lost at 2019:17, when the target was at 13,200 feet. A secondary return was detected at 2019:33 at 10,500 feet msl. The difference in time and altitude between the last contact recorded by the Red Table and Grand Junction radars was 14 seconds and 3,000 feet, respectively. Computing, this equates to a 12,857 foot per minute descent rate.


ADDITIONAL INFORMATION


The friend of the pilot and her daughter-in-law gave written statements to the Kremmling Police Department. These statements were turned over to NTSB's investigator-in-charge. The daughter-in-law's statement completely outlined the relationship between her mother-in-law and the pilot.

Other than the Federal Aviation Administration, there were no other parties to the investigation.

The wreckage was released to the aircraft insurance adjuster on May 13, 2002.

 National Transportation Safety Board FACTUAL REPORT AVIATION		NTSB ID: DEN02FA030			
		Occurrence Date: 03/10/2002			
		Occurrence Type: Accident			
Landing Facility/Approach Information					
Airport Name	Airport ID:	Airport Elevation Ft. MSL	Runway Used	Runway Length	Runway Width
Runway Surface Type: Unknown					
Runway Surface Condition: Unknown					
Type Instrument Approach: Unknown					
VFR Approach/Landing: Unknown					
Aircraft Information					
Aircraft Manufacturer Mooney		Model/Series M20C		Serial Number 2681	
Airworthiness Certificate(s): Normal					
Landing Gear Type: Retractable - Tricycle					
Homebuilt Aircraft? No	Number of Seats: 4	Certified Max Gross Wt. 2575 LBS		Number of Engines: 1	
Engine Type: Reciprocating	Engine Manufacturer: Lycoming		Model/Series: O-360-A1B		Rated Power: 180 HP
- Aircraft Inspection Information					
Type of Last Inspection	Date of Last Inspection	Time Since Last Inspection Hours		Airframe Total Time Hours	
- Emergency Locator Transmitter (ELT) Information					
ELT Installed? Yes	ELT Operated? Yes		ELT Aided in Locating Accident Site? Yes		
Owner/Operator Information					
Registered Aircraft Owner Jerry W. Elliott		Street Address On file			
		City Grand Junction	State CO	Zip Code 81505	
Operator of Aircraft Same as Reg'd Aircraft Owner		Street Address Same as Reg'd Aircraft Owner			
		City	State	Zip Code	
Operator Does Business As:			Operator Designator Code:		
- Type of U.S. Certificate(s) Held: None					
Air Carrier Operating Certificate(s):					
Operating Certificate:			Operator Certificate:		
Regulation Flight Conducted Under: Part 91: General Aviation					
Type of Flight Operation Conducted: Personal					
<div>FACTUAL REPORT - AVIATION</div> <div>Page 2</div>					

 National Transportation Safety Board FACTUAL REPORT AVIATION			NTSB ID: DEN02FA030																																																																																			
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First Pilot Information																																																																																						
Name On File			City On File		State On File	Date of Birth On File	Age 50																																																																															
Sex: M	Seat Occupied: Left		Principal Profession:			Certificate Number: On File																																																																																
Certificate(s): Private																																																																																						
Airplane Rating(s): Single-engine Land																																																																																						
Rotorcraft/Glider/LTA: None																																																																																						
Instrument Rating(s): None																																																																																						
Instructor Rating(s): None																																																																																						
Type Rating/Endorsement for Accident/Incident Aircraft? No					Current Biennial Flight Review? 06/2001																																																																																	
Medical Cert.: Class 3		Medical Cert. Status: Valid Medical--w/ waivers/lim.			Date of Last Medical Exam: 04/2001																																																																																	
<table border="1"> <thead> <tr> <th rowspan="2">- Flight Time Matrix</th> <th rowspan="2">All A/C</th> <th rowspan="2">This Make and Model</th> <th rowspan="2">Airplane Single Engine</th> <th rowspan="2">Airplane Multi-Engine</th> <th rowspan="2">Night</th> <th colspan="2">Instrument</th> <th rowspan="2">Rotorcraft</th> <th rowspan="2">Glider</th> <th rowspan="2">Lighter Than Air</th> </tr> <tr> <th>Actual</th> <th>Simulated</th> </tr> </thead> <tbody> <tr> <td>Total Time</td> <td>225</td> <td>30</td> <td>225</td> <td></td> <td>19</td> <td></td> <td>4</td> <td></td> <td></td> <td></td> </tr> <tr> <td>Pilot In Command(PIC)</td> <td>181</td> <td>26</td> <td>181</td> <td></td> <td>16</td> <td></td> <td>0</td> <td></td> <td></td> <td></td> </tr> <tr> <td>Instructor</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Last 90 Days</td> <td>33</td> <td>30</td> <td>33</td> <td></td> <td>2</td> <td></td> <td>0</td> <td></td> <td></td> <td></td> </tr> <tr> <td>Last 30 Days</td> <td>16</td> <td>16</td> <td>16</td> <td></td> <td>2</td> <td></td> <td>0</td> <td></td> <td></td> <td></td> </tr> <tr> <td>Last 24 Hours</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </tbody> </table>								- Flight Time Matrix	All A/C	This Make and Model	Airplane Single Engine	Airplane Multi-Engine	Night	Instrument		Rotorcraft	Glider	Lighter Than Air	Actual	Simulated	Total Time	225	30	225		19		4				Pilot In Command(PIC)	181	26	181		16		0				Instructor											Last 90 Days	33	30	33		2		0				Last 30 Days	16	16	16		2		0				Last 24 Hours										
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Seatbelt Used? Yes		Shoulder Harness Used?			Toxicology Performed? Yes		Second Pilot? No																																																																															
Flight Plan/Itinerary																																																																																						
Type of Flight Plan Filed: None																																																																																						
Departure Point		State		Airport Identifier		Departure Time		Time Zone																																																																														
Kremmling		CO		20V		1945		MST																																																																														
Destination		State		Airport Identifier																																																																																		
Grand Junction		CO		GJT																																																																																		
Type of Clearance: None																																																																																						
Type of Airspace: Class E																																																																																						
Weather Information																																																																																						
Source of Briefing: Unknown																																																																																						
Method of Briefing: Unknown																																																																																						


 National Transportation Safety Board FACTUAL REPORT AVIATION			NTSB ID: DEN02FA030		
			Occurrence Date: 03/10/2002		
			Occurrence Type: Accident		

Weather Information					
WOF ID	Observation Time	Time Zone	WOF Elevation	WOF Distance From Accident Site	Direction From Accident Site
EGE	2015	MST	6535 Ft. MSL	19 NM	90 Deg. Mag.
Sky/Lowest Cloud Condition: Clear				Ft. AGL	Condition of Light: Night/Dark
Lowest Ceiling: None			Ft. AGL	Visibility: 10 SM	Altimeter: 30.01 "Hg
Temperature: 4 °C	Dew Point: -6 °C		Wind Direction: 300		Density Altitude: Ft.
Wind Speed: 6	Gusts:		Weather Conditions at Accident Site: Visual Conditions		
Visibility (RVR): Ft.	Visibility (RVV) SM		Intensity of Precipitation:		
Restrictions to Visibility:					
Type of Precipitation: None					

Accident Information					
Aircraft Damage: Destroyed		Aircraft Fire: None		Aircraft Explosion: None	
Classification: U.S. Registered/U.S. Soil					
- Injury Summary Matrix	Fatal	Serious	Minor	None	TOTAL
First Pilot	1				1
Second Pilot					
Student Pilot					
Flight Instructor					
Check Pilot					
Flight Engineer					
Cabin Attendants					
Other Crew					
Passengers					
- TOTAL ABOARD -	1				1
Other Ground					
- GRAND TOTAL -	1				1

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FACTUAL REPORT - AVIATION	Page 4
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 National Transportation Safety Board FACTUAL REPORT AVIATION	NTSB ID: DEN02FA030	
	Occurrence Date: 03/10/2002	
	Occurrence Type: Accident	
Administrative Information		
Investigator-In-Charge (IIC) Arnold W. Scott		
Additional Persons Participating in This Accident/Incident Investigation: David J Rodda Aviation Safety Inspector - Operations FAA Flight Standards District Office 116 North 2400 West Salt Lake City, UT 84116		
FACTUAL REPORT - AVIATION		